

Presentation to the Senate Economic and Development Committee

October 11, 2011

By

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(The WCREC does not endorse my words or position on this issue)

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Perspectives on the China Connection to the Proposed Public Bridge
Proposal

OUTLINE

1. Concerns for National Security
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3. NAFTA/NAFTA SUPER HIWAY
4. The Issue of the China Threat to American Industry and Jobs
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Good afternoon! My name is Dan Benefiel. I am here today representing myself as a concerned private citizen and as Co-Director of the Willow Run Tea Party Caucus from Ypsilanti Township, Michigan. I am a twenty-one year resident in Ypsilanti Township and love the State of Michigan having ended a successful teaching and coaching career to remain here. On behalf of myself, Dennis Moore, Founder and Director of the WRTPC, I wish to thank the Senate Economic and Development Committee and Chairman Mike Kowall, for this invitation to speak to this issue that effects our fine state on many levels. My intent is for this narrative to give an overview to my five general points of discussion.

The Trojan War, according to history/legend, had its origin in a "marriage". In the end, Odysseus, clever beyond his years, having constructed a large wooden horse with a hollow center, enclosed Greek Warriors along with Odysseus, under the cover of darkness, slaughtered the Trojans before they knew what hit them.

Once again there is a "marriage" and a "Trojan Horse". The marriage has been a slow and ever increasing relationship with an unequal trade partner—the Chinese Communist Government. Every indication points to the fact that the United States is now a willing agent in the wholesale sellout of the American economy (business enterprises and jobs), and industrial base, taking it offshore unable to compete with a dictatorship which brings ships stacked high with Chinese inferior products dumping them on American markets and then returning home EMPTY!. Such a proposed product is the manufacture and a transporting of electric cars from China through tariff-free ports on both sides of Canada bringing them across various planned routes and across the bridge into America. Aided by the North America Free Trade Agreement, it is believed, China will bring those kit-cars into America, tagging them with NAFTA stickers and selling them to American consumers at non-competitive prices.

In this process, I have grave concerns about the security and sovereignty of the United States of America as it relates specifically to the bridge issue. According to documented evidence, (see the NASCO Report, Vol. 1, Issue 17, Dec 1, 2009), the Windsor-Essex Parkway at the Canadian/U.S. border is set to connect duty-free Canadian ports to the bridge system and extend into the United States, along what has been commonly referred to as the NAFTA SUPER HIWAY. There is evidence to suggest that the transportation document from 2002 entitled: Windsor Gateway: an Action Plan For A 21st Century Gateway, shows that Paul Innes, with the NAFTA Super Highway Initiative, is working with Canada and Mexico to bring about the NAFTA Super Highway.

Vince Wade, the free lance reporter who worked for Channel 2 and 7 in Detroit who broke the original Jimmy Hoffa story, has indicated, in the document submitted under his name to this Committee, "I believe the proposed new bridge between Michigan and Ontario, currently known as the New International Trade Crossing (NITC), represents a potentially serious threat to the economy of Michigan and the United States. There is circumstantial evidence to support the conclusion that important facts remain unknown about the bridge project. Gov. Snyder, MDOT, the Detroit Regional Chamber of Commerce and the Michigan Media have failed to inform voters that this bridge is part of NASCO—the North American Super Corridor Coalition, commonly known to many concerned Americans as the NAFTA Super Highway."

The relationship between Canada and China remains tenuous. Concerns have been raised as to the process and source for the Canadian share of the funding of the bridge project in that Canada has been feeling the pinch of difficult economic times as well.

The "marriage" between a communist dictatorship such as the Chinese government and American industry raises specters worthy of study. According to Richard Gonzales NPR, September 16, 2011, in an article entitled, "California Turns To China For New Bay Bridge", (and quoting Bart Nay, Project Director), China built the Bridge span in China using workers being paid \$12.00 per day. The steel was manufactured there, the bridge built in sections and shipped to the U.S. and assembled here. Bob LaVenture, a District Director with United Steel Workers Union said, "There is no way that American workers will be able ever to compete with \$12.00 per day. It's just not right, and it's not right for America." Lesser known is the fact that New York and other locations are going what seems to be the "cheap" route on the cost end, only to find that the loss in American productivity and rewards are much greater in scope.

With Governor Rick Snyder indicating recently in public speeches that he desires not only Chinese investment but also "acquisition" of American companies, (such as in Saginaw Michigan), and American Broach in Ypsilanti, it gives one pause to think the ultimate plan may be to allow China to give the lowest bid, giving them the Detroit bridge project—with the ever increasing possibility that Chinese workers may be brought into this country to fill the positions of welders, etc, for the actual construction and control of the bridge. This will, once again, take the control of American business out of American hands and mean the diminishing of Americans having greater opportunity for good American jobs!

These are very real concerns that the citizens of Michigan have relating to the bridge fiasco. I for one, do not appreciate the Governor of the State of Michigan, a man I voted for as a fellow Republican, (seeing that the people of this great state oppose the public bridge proposal through the State Legislature), attempt to go around the people and push it through "by other means".

The real nightmare scenario is the eventuality of the bridge defaulting should the economic situation worsen. Bridge traffic has decreased over 46% over the past ten years and the industrial "primer" does not exist now as it once did via the auto industry. Open questions remain as to who then pays for the bridge. Would the Governor be enticed to sell the bridge to a ready investor—such as China?

It is my desire that answers specific to these and other questions will be addressed by this Committee and that the Federal Government, which may grant matching funds in certain circumstances in this effort, will step back and see the clear indicators of a perilous clear and present danger (as exhibited by various reports and hearings in recent days), in dealing with a foreign power that exhibits nothing but threats and intimidating language toward the United States if we desire to conduct our own affairs at home and with our allies. At the end of the day, a thorough investigation needs to be conducted into the relationship between Rick Snyder and his China dealings so that Michigan does not join others in the sacrificing of our liberty and the sell-out of our economy on the alter of commerce! Thank you!

Dan Benfeld

ADDENDUM

The Fluor Company press release announced they won the contract to build the access road to the proposed new bridge site at Oakland Bay. Construction began with a ground breaking in mid August of this year. This may be significant because Fluor was the company which suggested sending the Oakland Bay Bridge steel work to China. Now they are involved in this bridge as well. While it doesn't prove China is involved, their recent past practice in the Oakland Bridge project suggests it's reasonable to make inquiries regarding a possible role for China in the construction of this bridge.

October 10, 2011

Senator Mike Kowall
Chair - Senate Economic Development Committee
305 Farnum Bldg. PO Box 30036
Lansing, MI 48909-7536

Dear Senator Kowall:

My name is Vince Wade. I am a freelance reporter and media producer based in Southern California. I do corporate media work for private clients and I produce video documentary projects for organizations and political groups. I spent most of my career as a reporter for Channels 7 and 2 in Detroit. My work has garnered twenty (20) awards. They include three Emmys and First Place for Best TV News Documentary in the New York International Film Festival.

In my reporting in Detroit I watched the slow-motion dismantling of Michigan's portion of America's industrial and manufacturing base and its Middle Class. It happened at the hands of greedy globalists with no loyalty to any flag or nation. Their only loyalty is to their own personal wealth.

These modern-day robber barons are in collusion with the ruling elite of the Communist dictatorship known as the People's Republic of China. This plundering of our nation's wealth and quality of life has been aided, I believe, through tax and trade legislation enacted by a bi-partisan group of politicians willing to betray America's best interests in exchange for campaign contributions. A case can be made that greed-driven globalism is destroying the prosperity of most industrialized Western nations. I believe Globalism and the Chinafication of America are the two most significant historical events of our time.

As an American citizen I have deep concern for how these issues are transforming our country. Consequently, I have started producing my own independent commentary videos and Internet blog postings about them. I am not affiliated with any political party or organization. I have not been paid to do this work. I am, however, willing to work with anyone who shares my concern for our country.

I believe the proposed new bridge between Michigan and Ontario, currently known as the New International Trade Crossing (NITC), represents a potentially serious threat to the economy of Michigan and the United States. There is circumstantial evidence to support the conclusion that important facts remain unknown about the bridge project.

Gov. Snyder, MDOT, the Detroit Regional Chamber of Commerce and the Michigan media have failed to inform voters that this proposed bridge is part of NASCO—the North American Super Corridor Coalition, commonly known to many concerned Americans as the NAFTA Superhighway.

NAFTA is an acronym for the North American Free Trade Agreement. Many Americans, Michiganders and some economists believe NAFTA has cost American jobs.

I have included the fact that the proposed bridge is part of the NASCO Super Corridors plan in a video I posted this summer on the YouTube Web site.

Gov. Snyder's NAFTA Bridge. (<http://www.youtube.com/watch?v=F-IZJni6qN4>)

The proposed NITC Bridge is listed on the NASCO Web site under "Member Projects." The NASCO Web site describes the proposed bridge as "part of a new international border transportation system." This is significant because Canada is engaged in an aggressive program to persuade China to ship U.S.-bound exports by way of Canadian Pacific ports as a faster and cheaper alternative to shipping them directly to ports in the United States.

Canada's campaign to become the preferred transit route for Chinese exports to the U.S. is known as the Pacific Asia Gateway and Corridor Initiative. There is extensive documentation about it available on Canadian government Internet Web sites. Graphic maps related to Canada's Pacific Asia Gateway Corridor Initiative show the proposed new bridge between Michigan and Ontario is the primary U.S. entry node for what is called the Ontario-Quebec Continental Gateway and Trade Corridor.

A reasonable person reviewing the history of the proposed bridge would conclude the Canadian government's determination to build a new span between our two countries borders on obsessive. This project is occurring at a time when Canada's security and intelligence service is warning publicly that Communist China is gaining "undue influence" over some members of the Canadian federal government. It should be noted that China's Sovereign Wealth Fund, the investment arm of the Chinese government, has chosen Toronto, Canada as the first location for an office outside the People's Republic of China. Canada has become strategically important for China's aims and goals.

Some recent studies cite significantly reduced trade traffic between the U.S. and Canada. These studies provide legitimate reasons to question this project. Yet this past August, the Canadian government started construction on a connector highway through Windsor, Ontario to the proposed bridge site. The Canadian government is proceeding as if approval of the bridge project by the Michigan Legislature is a rubber-stamp formality.

The lead contractor on the new Canadian highway connector is the Fluor Corporation of Irving, Texas. Fluor has gained notoriety in California and nationally over the construction of a new \$7.2 billion dollar bridge between San Francisco and Oakland. Fluor, a "global" corporation with branch offices in Beijing and Shanghai, persuaded the State of California to cut costs on the new bridge by shipping most of the steel fabrication work to China. This has meant the loss of thousands of U.S. jobs and millions of dollars in revenue for American steel companies and supplier firms.

A substantial amount of the money for the California bridge has enriched the world's largest Communist dictatorship while depriving America of badly needed jobs and business. Fluor is also a bidder for work on the Michigan side of the proposed new bridge. This is addressed in another YouTube video.

Will The New Detroit Bridge Be Built In China?

<http://www.youtube.com/watch?v=pDB5fJawJBY>

The preceding facts make it clear that important details about the proposed New International Trade Crossing Bridge are not generally known to the Michigan Legislature and the people of Michigan. The fact the bridge is a part of the NAFTA Superhighway should be fully explored before a legislative decision is made on this project. Questions about China's potential participation in the project have not been addressed but may have significant impact on the people and economy of Michigan and the United States. We don't know what we don't know about this bridge so it is incumbent on the Michigan legislature to exercise due diligence and demand full disclosure before casting a vote on the project.

As representatives of the people of the State of Michigan I would respectfully urge members of this committee to demand more information about the New International Trade Crossing, including but not limited to; all correspondence, memos, meeting notes, telephone message notes and emails related in any way to the activities and deliberations of all entities of the State of Michigan in relation to the proposed bridge. Additional data should include all correspondence in any form with the federal government of Canada, the provincial government of Ontario, the City of Windsor, Ontario, the North American Super Corridor Coalition and the People's Republic of China.

Sincerely,

A handwritten signature in black ink that reads "Vince Wade". The signature is written in a cursive, flowing style.

Vince Wade
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Newport Beach, CA 92660